

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY FINANCIAL MATTERS
Allocations for Supplemental Funds
Resolution: FA-00-10

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CTC Meeting: June 6-7, 2001

Agenda Item: 2.5e



W. J. EVANS
Chief Financial Officer
June 1, 2001

**ALLOCATION FOR ADDITIONAL FUNDS
FOR PREVIOUSLY APPROVED PROJECTS**

RESOLUTION FA-00-10

RECOMMENDATION

The Department recommends that the California Transportation Commission approve the following Resolution.

FINANCIAL RESOLUTION

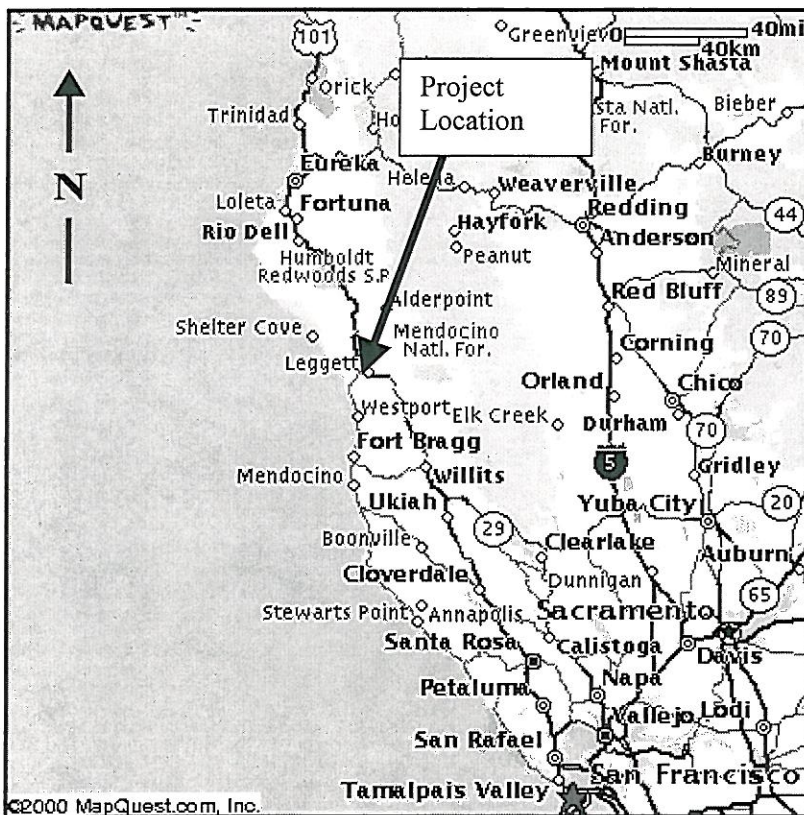
Resolved, that \$4,402,500 be allocated from Budget Act Item 2660-301-0042, Budget Acts of 1995, 1998, 1999, and 2000 to provide additional funds for the projects on the attached sheet.

SUMMARY AND CONCLUSIONS

This resolution allocates \$4,402,500 of additional State and Federal funds for seven (7) previously approved projects listed below:

Project	Dist-Co-Rte	Original Vote/G11 Amount	Award Amount	Current Budget Amount	Current Allocation Revision	Revised Budget Amount	Total Increase Vote/Award
1	01-MEN-L5718	\$740,000	-----	\$740,000	\$240,000	\$980,000	32%V
2	04-SCI-87	\$11,468,000	\$10,490,000	\$11,739,000	\$950,000	\$12,689,000	21%A
3	04-SCI-237	\$48,028,000	\$41,767,500	\$46,144,250	\$1,900,000	\$48,044,250	15%A
4	06-TUL-137	\$300,000	\$300,000	\$450,000	\$162,500	\$612,500	104%V
5	07-LA-107	\$2,807,000	\$2,346,000	\$2,746,000	\$100,000	\$2,846,000	21%A
6	07-VEN-126	\$11,423,000	\$10,930,000	\$14,380,000	\$785,000	\$15,165,000	39%A
7	08-SBd-40	\$385,000	\$512,500	\$512,500	\$265,000	\$777,500	102%V

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
1 \$240,000 Department of Transportation Mendocino 01N-Men-L5718	In Leggett at the Leggett Maintenance Station. Rehabilitation and upgrade of the yard facilities. Supplemental funds are needed to award the project.	327901 Minor 2000/01 801-0653 301-0890 20.20.201.352 SHOPP	\$740,000 - \$740,000	\$240,000 - \$240,000	\$980,000 - \$980,000



PROJECT LOCATION & DESCRIPTION

The project is in Mendocino County at the Leggett Maintenance Station. The project will rehabilitate and upgrade the yard facilities at the Leggett Maintenance Station.

FUNDING STATUS

The project was programmed in the 2000 SHOPP Minor Program for \$740,000 for construction in the 2000/01 Fiscal Year. The project was voted in February 2001 for the programmed amount. This request of \$240,000 represents an increase of 32% over the vote amount for this contract.

BACKGROUND

The project will construct a new truck service bay and new crew changing facilities at the existing maintenance building. In addition, the project will construct a fuel facility and place asphalt paving to improve grading and drainage to prevent the yard from flooding during periods of high rainfall and to control rainwater pollutant runoff.

REASON FOR INCREASE

The contract bids were opened in April 2001 and the lowest bid was significantly higher than the Engineer's Estimate. There were three bidders with the lowest bid being approximately \$240,000 over the Engineer's Estimate. After reviewing the contract bids, most of the increase can be attributed to the Building Work item that was bid approximately \$200,000 above the Engineer's Estimate. The Building Work item constitutes approximately \$675,000 of the project work. Interviews with the bidders indicate that the cost reflects the high demand for building work throughout the region and the higher cost of shipping materials to the remote site due to the recent spike in fuel prices. An additional \$240,000 is needed to award the project.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$240,000 to allow the project to be awarded.

OPTION B: Deny this request and direct the Department to reject all the bids and re-advertise the project.

The Department considered this option. Analysis of the current bids indicate that re-advertising the project will not necessarily produce bids lower than the current amount. The Department reviewed the scope of the project and looked into redesigning or eliminating items from the project, but no practical cost saving opportunities were identified.

RECOMMENDATION

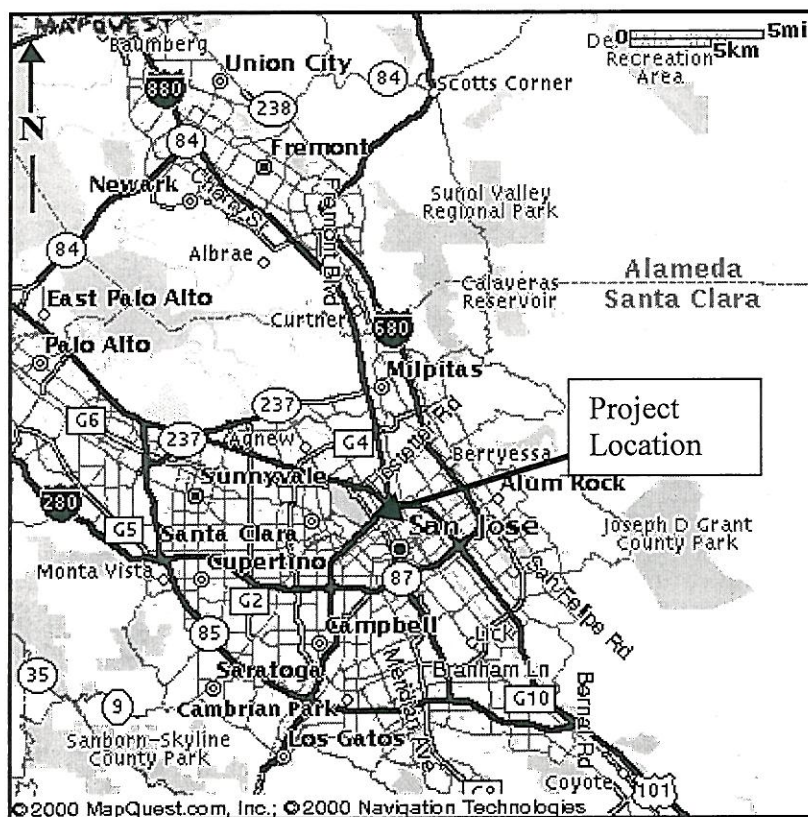
The Department recommends that this request for \$240,000, as presented in Option A above, be approved to allow this contract to be awarded.

Supplemental Funds for Previously Voted Projects
Resolution FA-00-10

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Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgr Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
2 \$950,000 Department of Transportation MTC Santa Clara 04N-SCI-87 11.2/12.6	In San Jose from Taylor Street to Route 880 Overcrossing. Construct detour. Supplemental funds are needed for on- going project	4874S1 (0445N) 1999/00 301-0042 301-0890 20.20.075.411 STIP	 \$1,343,000 \$10,396,000 \$11,739,000	 \$109,000 \$841,000 \$950,000	 \$1,452,000 \$11,237,000 \$12,689,000



PROJECT DESCRIPTION AND LOCATION

The project is located on Route 87 in Santa Clara County, in San Jose, from Taylor Street to north of the Route 880 Overcrossing. The project constructs retaining walls and a temporary bridge for a detour as part of the conversion of this segment of roadway from a 4-lane expressway to a 6-lane freeway.

FUNDING STATUS

The project was programmed in the 1998 STIP for \$11,468,000 with Grandfathered Regional Improvement Program (GF-RIP) funds for construction in the 1999/00 Fiscal Year. The project was voted for the programmed amount in November 1999 and awarded in January 2000 for \$10,490,000. A Resolution G-12 allocation of \$1,249,000 was made in June 2000 primarily to modify a retaining wall in conflict with a sewer pipe. This request of \$950,000, along with the previous Resolution G-12 allocation, represents a total increase of 21% over the award amount for this contract.

BACKGROUND

This segment of Route 87, known as the Guadalupe Corridor, is presently a four-lane facility extending from Julian Street to Route 101. The Route 87 Project will widen the roadway to a six-lane freeway and replace the existing at-grade signalized intersections with grade separations and/or interchanges. The existing Route 87 mainline structures that span Route 880 will be replaced to accommodate the upgraded facility.

This project will temporarily detour traffic during the construction of the freeway, construct retaining walls for the future freeway alignment and install a surcharge above the walls that will be removed on a future project after the settlement period has been completed.

REASON FOR INCREASE

More work was required than originally anticipated to construct a transition section to tie the existing alignment of the roadway to a detoured section of roadway. A portion of Route 87 had to be temporarily closed to traffic to complete the transition from the pavement grades of the detour to the existing pavement. An additional \$450,000 is needed to compensate the Contractor for placing additional pavement, providing additional traffic control and relocating temporary concrete barrier.

Additional temporary fencing is required at the top of the retaining walls and along the northbound shoulder of the detour to protect workers from falling and to prevent pedestrians and bicyclists from entering the construction zone. An additional \$300,000 is needed for temporary fencing.

This project is adjacent to another Route 87 project that will construct the Taylor Street interchange. A portion of work on this project needs to be completed before traffic can be shifted to the ultimate location on both projects. A portion of the work on this project will be accelerated to prevent construction delays on the Taylor Street interchange project. An additional \$200,000 is needed to accelerate the electrical, drainage and asphalt concrete work in the neighboring area.

This funds request will allow the project to be completed as planned, but the Contractor has filed several Notices of Potential Claim that have not been resolved at this time. Additional supplemental funds may be needed in the future if the Department determines any of the potential claims submitted by the Contractor are valid.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$950,000 to allow this project to be completed.

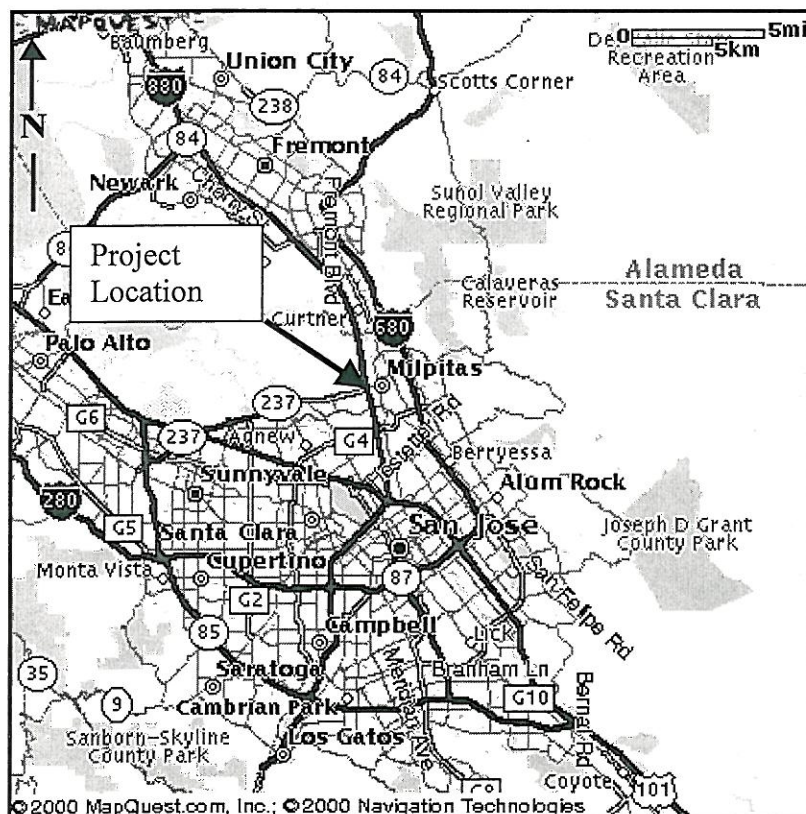
OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. There is no portion of the work that can be eliminated from the project without impacting the scope. A follow-up project constructs the ultimate freeway for this segment of the Guadalupe Corridor upon completion of this project. Denying this request will delay the construction of the follow-up project.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$950,000, to allow this project to be completed.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgr Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
3 \$1,900,000 Department of Transportation MTC Santa Clara 04N-SCI-237, 880 8.0/9.6, 7.8/10.1	In Milpitas and San Jose, on Route 237, from 0.4 kilometer west of McCarthy Boulevard Overcrossing to 0.3 kilometer east of Route 880; and on Route 880, from 0.5 kilometer south to 2.7 kilometer north of Route 237. Modify Route 237/880 interchange (stage A). Supplemental funds are needed for on- going project	4386U1 (0418D) 1997/98 301-0042 301-0890 20.20.075.413 GF-RIP (0418E) 1997/98 301-0042 301-0890 20.20.075.612 RIP	\$2,418,845 \$18,669,605 \$3,095,544 \$21,960,256 \$46,144,250	 \$218,000 \$1,682,000 \$1,900,000	\$2,418,845 \$18,669,605 \$3,313,544 \$23,642,256 \$48,044,250



PROJECT DESCRIPTION AND LOCATION

The project is in Santa Clara County, in Milpitas and San Jose, on Route 237 from just west of McCarthy Boulevard to just east of the Route 237/880 Separation, and on Route 880 from just south of to just north of the Route 237/880 Separation. The project modifies and reconstructs the Route 237/880 interchange.

FUNDING STATUS

The project was programmed in the 1996 STIP for \$27,059,000 with Grandfathered Regional Improvement Program (GF-RIP) funds for construction in the 2000/01 Fiscal Year and in the 1998 STIP

for \$20,969,000 with Regional Improvement Program (RIP) funds for construction in the 1998/99 Fiscal Year. The total programmed amount for the project was \$48,028,000 and the project was voted for that amount in June 1998. In October 1998 the project was awarded for \$41,767,500. A Resolution G-12 allocation of \$2,000,000 was made in April 2000 to pay for various changes such as modifying drainage facilities, relocating a bridge column, realigning a segment of Milpitas-Alviso Street and right of way delays. A second allocation under Resolution G-12 was made for \$2,376,750 in April 2001 primarily to remove unsuitable material. Santa Clara Valley Transportation Authority (VTA) requested that additional work for a future High Occupancy Vehicle (HOV) ramp between Route 880 and Route 237 be constructed on this project and contributed \$3,659,000 towards that work. This request of \$1,900,000, along with the previous Resolution G-12 allocations, represents a total increase of 15% over the award amount for this contract.

BACKGROUND

The project reconstructs the Route 237/880 interchange with a direct freeway connector for eastbound Route 237 to northbound 880, a direct freeway connector for southbound Route 880 to westbound Route 237 and separates the freeway traffic from the eastbound and westbound local street traffic to Calaveras Boulevard. These improvements are being implemented to improve the flow of traffic through the interchange.

REASON FOR INCREASE

This is a large and complex construction contract in the middle of the Silicon Valley high technology complex. Traffic volumes and congestion have contributed to the need for adjustments and changes to the original contract plans and construction methods. There have been increases in the amount of traffic control and construction staging, as well as the need for compensation for fluctuations in the asphalt price index. Contract Change Orders (CCO) have exhausted the contingency balance and an additional \$480,000 is needed to replenish the contingencies for the remaining work.

Another major component of this supplemental funding request is the need for additional resources to cover the lease of Resident Engineer office space for the remainder of the contract. When the project was awarded in 1998, the original allotment for the Resident Engineer's office was \$153,000 for a project with 600 working days. Lease expenses to date total approximately \$350,000 and the contract is now expected to take 905 working days to complete. Due to skyrocketing office rental rates in the area and to delays during construction, an additional \$363,000 is needed to pay for the office rental through the anticipated completion date of the project in May 2002.

There have been overruns on some contract items due to discrepancies in the plans. Additional temporary concrete railing, temporary crash cushions, concrete removal, roadway excavation, asphalt concrete (AC) overlay and asphalt treated permeable base were needed to maintain the scope of the project. An additional \$342,000 is needed for the cost overruns in these items.

A section of an existing soundwall was removed to allow for the construction of a retaining wall adjacent to Heath Street that will support the new elevated freeway section. Because the retaining wall is located adjacent to and is taller than the existing soundwall, the original plan called for the removed section of soundwall to be replaced with a chain link fence. Neighboring property owners concerned about aesthetics, maintenance, and vandalism, insisted the soundwall be replaced in kind which results in the need for an additional \$300,000.

Additional asphalt concrete (AC) pavement needs to be placed over existing pavement to match the new pavement grades. An additional \$215,000 is needed to overlay the existing pavement.

Traffic Operations has requested that an additional 500 feet of the northbound off-ramp on Route 880 to Calaveras Boulevard be widened to handle traffic capacity at commute hours. An additional \$200,000 is needed to widen the off-ramp.

This funds request will allow the project to be completed as planned, but the Contractor has filed several Notices of Potential Claim that have not been resolved at this time. Additional supplemental funds may be needed in the future if the Department determines any of the potential claims submitted by the Contractor are valid.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$1,900,000 to allow this project to be completed.

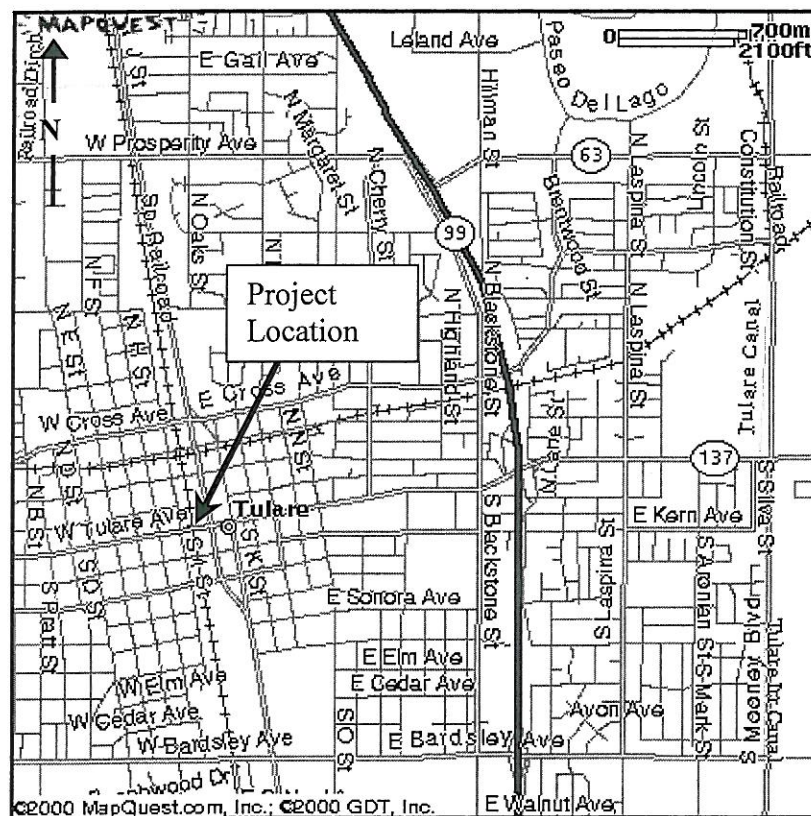
OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. No portion of the work can be eliminated from the project without changing the scope of the project. Traffic congestion and user delay at this interchange continues to increase and denying this request will only exacerbate the conditions.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$1,900,000, to allow this project to be completed.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
4 \$162,500 Department of Transportation Tulare 06S-Tul-137 15.6	At State Route 137 RR Grade Crossing. Install gates, lights, and controls. Supplemental funds are needed to closeout contract.	406901 Minor 1997/98 301-0042 301-0890 20.20.201.310 SHOPP	 \$45,000 \$405,000 \$450,000	 \$16,500 \$146,000 \$162,500	 \$61,500 \$551,000 \$612,500



PROJECT DESCRIPTION AND LOCATION

The project is on Route 137 in the County and City of Tulare. The project involves removal and replacement of the existing train warning devices and installation of new concrete surfacing across the tracks.

FUNDING STATUS

The project was programmed in the 1996 SHOPP Minor Program for \$300,000 for construction in the 1997/98 Fiscal Year and voted for the programmed amount in December 1997. In February 1998, the project was awarded for the vote amount, but in July 1999, a Resolution G-12 allocation of \$150,000 was made for additional traffic control. This project is part of the California Public Utility Commission (CPUC) 130 Program, which is a federally mandated program where at-grade crossings are nominated to the CPUC for inclusion on a list of crossings eligible for funding that pays for safety improvements at at-grade crossings. This request for \$162,500 results in a total increase of approximately 104% over the vote amount for this contract.

BACKGROUND

The project installed two California Public Utilities Commission (CPUC) train-warning devices with detection circuits and constructed a concrete surfaced crossing between two sets of railroad tracks. A service contract was executed with the Union Pacific Railroad (UPRR) for the removal and replacement of warning devices and concrete surfacing at the crossing.

REASON FOR INCREASE

The Department entered into the original agreement with the Southern Pacific Railroad before it merged with the Union Pacific Railroad (UPRR). After the merger, UPRR modified the agreement with the Department to lessen the impacts on train traffic in the area by using a boring method to place wiring for the traffic warning signals instead of open cutting the street. A specialized crew with boring equipment was mobilized by the railroad to perform the work. An additional \$162,500 is needed to reimburse UPRR for the boring operations.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$162,500 to reimburse the Railroad for work which has been performed.

OPTION B: Deny this request and direct the Department to contest the Railroad's billing.

The Department considered this option. Denial of this request will force UPRR to pursue legal action.

RECOMMENDED OPTION

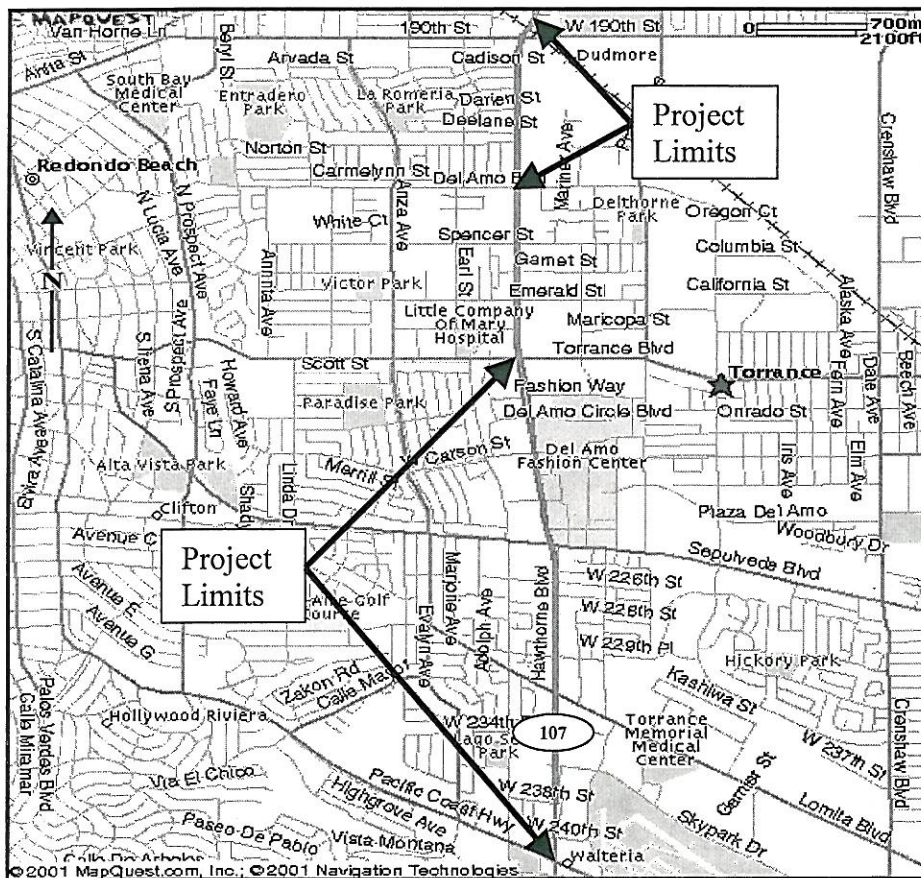
The Department recommends that this request for \$162,500, as represented in Option A above, be approved to allow this contract to be closed.

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Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgr Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
5 \$100,000 Department of Transportation Los Angeles 07S-LA-107 0.0/6.0	In Torrance from Pacific Coast Highway to Torrance Boulevard and from Del Amo Boulevard to north of 190 th Street. Rehabilitate road and construct sidewalk. Supplemental funds are needed to settle claims and closeout the project.	115561 (0651A) 1996/97 301-0042 301-0890 20.20.201.120 SHOPP	\$315,000 \$2,431,000 \$2,746,000	\$12,000 \$88,000 \$100,000	\$327,000 \$2,519,000 \$2,846,000



PROJECT DESCRIPTION AND LOCATION

The project is on Route 107 in Los Angeles County, in Torrance, from Pacific Coast Highway to Torrance Boulevard and from Del Amo Boulevard to 0.1 kilometer north of 190th Street. The project rehabilitated pavement, constructed sidewalks, and modified traffic signals on Route 107, also known as Hawthorne Boulevard, through the City of Torrance.

FUNDING STATUS

The project was programmed in the 1996 SHOPP for \$2,807,000 for construction in the 1997/98 Fiscal Year. In April 1997 the project was voted for the programmed amount and in June 1997 the project was awarded for \$2,346,000. A Resolution G-12 allocation of \$400,000 was made in December 1997 to fund signalization and lighting plan revisions at two locations; placement of a conventional asphalt

concrete leveling course; and contract item overruns for cold planing existing asphalt concrete (AC) and placement of rubberized AC. This request of \$100,000, when combined with the previous Resolution G-12 allocation, represents an increase of 21% over the award amount for this contract.

BACKGROUND

The majority of the work on the project resurfaced Hawthorne Boulevard at two locations with either a 30-millimeter or 45-millimeter thick section of rubberized AC. Shortly after completion of the paving work, the pavement sections began to ravel at various locations and the Contractor was required to remove and replace the failed rubberized AC pavement. The Department contended that the Contractor was responsible for the pavement raveling, but a mediator determined that the Department should pay one-third of the claimed amount.

REASON FOR INCREASE

After completion of the work, claims were submitted for the additional costs related to removing and replacing the failed rubberized AC pavement. Through mediation, a settlement agreement has been reached that settles all claims with the Contractor for the estimated sum of \$465,000, which includes interest. Since the Contractor received compensation for contract item overruns in the Resolution G-12 request that pertain to the settlement, an additional \$100,000 is needed to closeout the project. This request constitutes funding for settlement of all claims on the project.

FUNDING OPTIONS

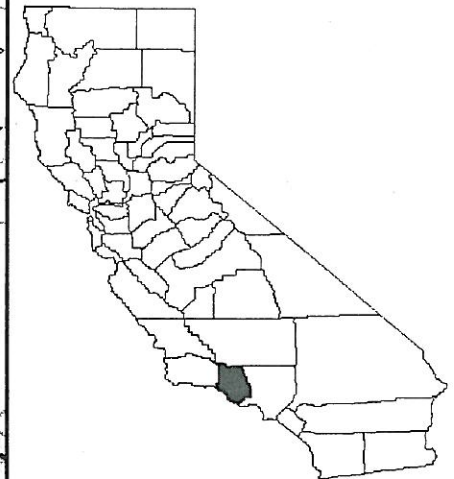
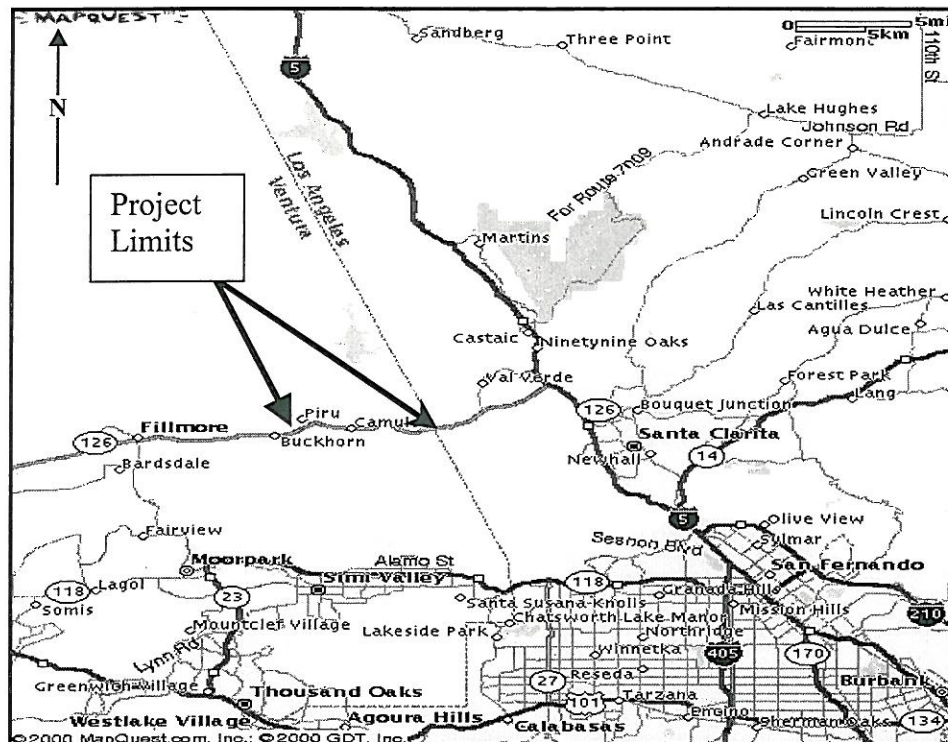
OPTION A: Approve this request as presented above for \$100,000 to allow the full settlement of all claims on the contract.

OPTION B: Deny this request in which cases the Contractor would need to pursue legal action to recover any costs for which they may be entitled. Delaying payment may cause additional interest to accrue and increase the final costs.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$100,000, to allow this contract to be closed.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgrm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
6 \$785,000 Department of Transportation VCTC Ventura 07S-Ven-126 29.2/34.6	Near Piru west of Center Street to Los Angeles County Line. Widen to 4 lanes. Supplemental funds are needed to settle claims and closeout project.	066151 (1258Q) 1994/95 301-0042 301-0890 20.20.025.411 STIP	\$1,648,300 \$12,731,700 \$14,380,000	\$91,000 \$694,000 \$785,000	\$1,739,300 \$13,425,700 \$15,165,000



PROJECT DESCRIPTION AND LOCATION

The project is on Route 126 in Ventura County, near Piru, from 0.1 mile west of Center Street to the Los Angeles County line. The project widened Route 126 from a two-lane highway to a four-lane highway.

FUNDING STATUS

The project was programmed in the 1994 STIP Revision under the Interregional Road System (IRS) program for \$10,930,000 for construction in the 1994/95 Fiscal Year. The project was voted in March 1995 for \$11,423,000 and awarded in October 1995 for \$10,930,000. In December 1996, \$790,000 was allocated under Resolution G-12 to replace the existing shoulder for use as a detour and to remove and replace unsuitable material. In February 1997, another Resolution G-12 allocation of \$500,000 was made for additional traffic control measures including relocating concrete barriers, re-striping, signing and Construction Zone Enhancement Enforcement Program (COZEPP) by the California Highway Patrol (CHP). In October 1997 an additional \$2,160,000 was allocated by the Commission for additional asphalt concrete, traffic control, undercrossing work and relocation of irrigation crossovers. This request of \$785,000 represents an increase of 39% over the award amount for this contract.

BACKGROUND

The project was constructed as part of a multistage plan to widen all of Route 126 from Route 101 in Ventura County to Route 5 in Los Angeles County and was the second to last widening project along Route 126. All widening projects on Route 126 have been completed. Three undercrossings were constructed on this project to allow farm equipment to safely travel between adjacent properties.

REASON FOR INCREASE

The Contractor experienced nine periods of delays or interruptions that occurred intermittently between May 1996 and September 1998. The causes for the delays included: various utility relocation scheduling conflicts, a survey error, damage to irrigation lines that were not shown on the project plans and suspension of clearing and grubbing work at a location where the endangered Least Bells Vireo birds were nesting. A settlement agreement has been reached that settles all claims with the Contractor for the estimated sum of \$865,000 plus interest. The estimate for interest is approximately \$210,000 for a total estimated settlement of \$1,075,000. The remaining contingency balance in the project is approximately \$290,000 so \$785,000 in additional funds is needed to compensate the Contractor.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$785,000 to allow the Contractor compensation.

OPTION B: Deny this request in which cases the Contractor would need to pursue legal action to recover any costs for which they may be entitled. Delaying payment may cause additional interest to accrue and increase the final costs.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$785,000, to allow this contract to be closed.

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7 \$265,000 Department of Transportation San Bernardino 08U-SBd-40 41.9	Near Ludlow at Lavic Road Overcrossing. Reconstruct bridge abutment. Supplemental funds are needed for on- going project	495901 Minor 2000/01 801-0653 301-0890 20.20.201.130 SHOPP	\$512,500 - \$512,500	\$265,000 - \$265,000	\$777,500 - \$777,500



PROJECT DESCRIPTION AND LOCATION

The project is on Route 40 in San Bernardino County, in Ludlow, at the Lavic Road Overcrossing. The project repairs earthquake damage and seismically retrofits the Lavic Road Overcrossing structure.

FUNDING STATUS

The project was programmed in the 2000 SHOPP Minor Program for \$385,000 for construction in the 2000/01 Fiscal Year and was voted for the programmed amount in September 2000. To award the project, a Resolution G-12 allocation was made for \$127,500. This request of \$265,000, along with the previous Resolution G-12 allocation, represents a total increase of 102% over the vote amount for this contract.

BACKGROUND

The Lavic Road Overcrossing structure is a 2-span bridge that is approximately 73 meters long, 10 meters wide, and supported on spread footings. In October 1999 the bridge was damaged by the Hector Mines Earthquake, which registered a magnitude of 7.1 on the Richter Scale. The epicenter of the earthquake was estimated to be 5 to 6 miles from the Lavic Road Overcrossing.

The project will repair earthquake damage by replacing both bridge abutments, increasing the footing size of each abutment and bridge column, and retrofitting the column by placing a steel shell casing around the exterior of the column.

REASON FOR INCREASE

After the Hector Mines Earthquake in 1999, the bridge column was inspected and had no noticeable damage, suggesting that the concrete column footing would be in acceptable condition. This project increases the size of the footing for the column in the median of Route 40 that supports the Lavic Road Overcrossing. During the excavation for the column footing, it was discovered that the concrete column footing had numerous deep cracks, which suggested the column had rotated during the seismic event. Because the original footing concrete is no longer structurally sound, the entire footing must be removed before the larger footing can be constructed. The bridge must be shored temporarily during the column footing replacement. An additional \$265,000 is needed to replace the existing column footing.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$265,000 to allow this project to be completed.

OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The bridge is located in a high seismic zone. The column footing has damage that requires replacement to make the bridge less vulnerable to seismic activity in the region.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$265,000, to allow this project to be completed.